



ORGANIZATION PERFECTED.

What the Wraggsville Beach Hotel Company did at its Adjourned Meeting Yesterday—A Vice President and a Board of Directors and an Executive Committee Elected—The Equipment for the Hotel to be Purchased at Once.

Pursuant to adjournment at their meeting on Monday, the incorporators of the Wraggsville Beach Hotel Company, met yesterday morning at 11 o'clock to complete the organization of the company. Mr. R. W. Hicks, who acted as chairman the first day, presided, and Mr. G. H. Smith acted as secretary.

Mr. G. H. Smith was elected vice president of the company.

The following board of directors was elected: Messrs. George Campbell, B. G. Worth, C. W. Worth, J. S. Worth, G. H. Smith, Oscar Pearsall, R. W. Hicks, John S. Armstrong, and George R. French.

A set of by-laws for the government of the company were adopted.

After the adjournment of the incorporators, the directors held a meeting and elected the following executive committee: Messrs. George Campbell, J. S. Worth, G. H. Smith, James H. Chadbourn, Jr., and George R. French. The executive committee is to have charge of the business affairs of the company and act in all matters unless they desire to call a meeting of the directors.

The committee authorized Mr. George Campbell, president of the company, to sign the contract with Messrs. Getz & Hanna for the erection of the hotel building. President Campbell was also authorized to purchase the furniture, fixtures, linen and other equipments for the hotel. He will make the purchases at once.

Mr. J. S. Worth, the secretary, was authorized to proceed at once to the collection of the subscriptions to the capital stock of the company.

After the transaction of routine business, the meeting adjourned.

Cutting Affray.

Yesterday afternoon at 4 o'clock Mr. Eli C. Davis, a young man who drives one of the wagons of the Wilmington steam laundry, was at Eighth and Princess streets with his wagon, when a negro by the name of Sandy Paine came up and asked him for a cigarette. Mr. Davis pulled out his box to give him a cigarette, but finding only one left in the box, he told Paine he was sorry, but that he had only one.

Paine at once told Mr. Davis he was a d—n liar. Mr. Davis told him he was another and jumped off the wagon and made for the insolent scamp. Paine seized two stones and threw one at Mr. Davis, but missed him. Before he could throw the other stone Mr. Davis ran up and grappled with him. With the other stone in his hand, Paine dealt Mr. Davis a severe blow on the head, cutting an ugly gash that bled profusely. Although the negro was a larger man than Mr. Davis, he threw the scamp down, but soon gave out from loss of blood and fell in the street. Paine drew a knife and while Mr. Davis was getting up on his feet, he made a slash at him, cutting his coat. His assailant made a second attempt and stabbed him over the left kidney. The blade cut a gash an inch and three-quarters deep, and leaving his victim almost helpless, Paine ran away. The police were notified, but at last accounts, had not captured Paine. Paine is an ex-convict and has a bad reputation.

Dr. A. H. Harriss attended Mr. Davis and he was removed to his home, 1112 North Sixth street, between Swann and Nixon streets, where a Messenger representative saw him last night. He was in bed, but was resting very well and was chatting with friends.

In Memory of a Former Member of Howard Relief Company.

Through the kindness of members of the late Mr. Walter Furlong's family, Mr. Martin Rathjen, president of Howard Relief Steam Fire Engine Company No. 1, has secured a photograph of Mr. Furlong, who died some years ago, and has had it enlarged and framed to be hung in the company's hall. The photograph was copied from one taken while Mr. Furlong had on citizens' clothes, but Mr. H. Cronenberg finished it with the regulation uniform of the Howard Relief Company on.

Mr. Furlong during his life time was a highly esteemed member of Howard Relief Company and was, we believe, the second foreman the company ever had. He was also the engineer of the first steamer the company secured after its old fashioned hand engine was relegated to the rear.

Mr. Furlong was the father of our clever friend, Mr. Walter Furlong, engineer of the Cape Fear and Yadkin Valley railway's steam ferry boat Compton.

The New Schedule North and South.

Commencing today the Atlantic Coast Line morning train will leave Wilmington at 9 a. m., instead of 9:35 a. m., as heretofore, and the train from the north will arrive in Wilmington at 9:40 a. m., instead of 9:30 a. m.

THE PRODUCE EXCHANGE.

The Twenty-Fourth Annual Meeting Yesterday—Officers Elected—Interesting Report by President Pearsall—Many Important Matters Discussed and Recommendations Made—Increased Cotton Receipts and Exports.

The twenty-fourth annual meeting of the Wilmington produce exchange was held yesterday at noon at the rooms of the exchange. Mr. Oscar Pearsall, the president, was in the chair, and Colonel John L. Cantwell, the secretary, was at his post.

The minutes of the twenty-third annual meeting were read and approved. The secretary and treasurer read his annual report and the same was ordered to be recorded.

The president of the exchange read his annual report, as follows:

ANNUAL REPORT.

Wilmington, N. C., April 13. Gentlemen of the Produce Exchange:

According to custom, I submit my annual report. In attempting this I will endeavor to be as brief as practicable. The membership a year ago was 37; today it is 42. This slight increase in the membership is encouraging, and we have special cause for gratitude to Almighty God that death has not visited our number during the past year. Your exchange is in a good financial condition; every item of expense to date is paid. Our liabilities are nothing and we have on hand \$265.47 in cash.

USEFULNESS OF THE EXCHANGE.

The condition, with the facilities for general usefulness to the membership of the public is such as has been in existence heretofore, in procuring market reports, maritime news and much other information of more or less value, every item of which is carefully recorded by our efficient secretary and being available for reference. It affords opportunity for obtaining valuable, reliable statistics of such matters. Since the organization of the exchange we might safely challenge if there has been a single vessel of any size to this port that we can not give the dates of arrival and departure, whether from and where, and both inward and outward cargoes. It is a fact that information is procured and recorded here that is not to be found elsewhere, and government officials have come here and obtained facts from this exchange that they had otherwise, not even in the United States custom house. It must be apparent to the minds of any and all who have not heretofore known the value of the work done by this exchange that the amount of clerical work done requires the services of a competent secretary, but the general public does not know the cost or appreciate the far reaching usefulness of the exchange directly or indirectly to the community. While it is more useful to merchants, millers, brokers, and manufacturers, every citizen who owns anything owes the exchange his moral support and cheering else. The members have it in their province to increase the usefulness to themselves and at the same time make it desirable to others to become members.

OUR PORT IMPROVEMENTS.

The success which has attended the efforts of the government employees in getting our port deep water at the mouth and in the river channel up to the city must be gratifying to all who have had in contemplation great commercial advantages resulting from it. Yet I heard a gentleman say recently that the closing of New Inlet had damaged the trade of this city more than anything else that has ever occurred, and that the trade of one "corn cracker" of 500 bushels capacity was worth more than that of the largest ocean steamer carrying five or six thousand bales of cotton. How much fact there may be in this opinion as expressed by a matter of guess; but in this connection I venture to ask, What have we in lieu of the trade that formerly came from the eastern countries through small coasting vessels? Is it offset entirely by a large increase in the export of cotton? For since the closing of New Inlet it has been impossible to increase the export of naval stores for the reason known to you all—that the supply of this product has been gradually decreasing in our section for years.

RAILROAD DISCRIMINATION.

The management of the railroads terminating here are more considerate of our requirements, and can contribute more to the rapid development of local interests than any other agency. It is possible for them to do for Wilmington what the Richmond and Danville and perhaps other lines have done for Richmond. Why should the through freight and travel be sought to the disadvantage or expense of local business? Why will a railroad haul a car of freight freight eight miles for \$4 and charge \$5 for a local haul of four miles for the same? Why does it cost our farmers 54 cents per barrel to send their potatoes to New York, and the New York producer may send his for 30 cents per barrel? If these conditions are changed, from any standpoint of reasoning I am still of the opinion that they tend to retard the progress and development of our section. Yet, with our five railroads extending into the interior in as many directions, our merchants have opportunity of enlarging their trade by the employment of necessary enterprise with discrimination.

GROWTH OF OUR TRUCKING INTERESTS.

In my opinion the principal factor in promoting the prosperity and progress of our city and section is agriculture. It is encouraging to know that there is progress in this branch of industry, evidenced not only by the increased cotton crop but also in grain. In our immediate section truck and berry crops are of no little importance. We are apt to lose sight of the industry because it has not heretofore come under our observation or in our lines of trade. I believe the truck and berry increased tenfold during the past five years, and in many sections where cotton has been and is an important crop, it is conceded by those who know best that the value of the truck and berry crops is greater than that of cotton. It behooves us to give such encouragement to our producers as it may be practicable to do.

THE QUARANTINE.

The erection of a suitable quarantine station at this port is a precautionary measure, the value of which can never be known. We may congratulate ourselves on this much desired acquisition to our port, and thank all who have been instrumental in procuring it. This, with our good health record, will count much for us in the summing up of favorable conditions as a seaport.

IMPORTANCE OF SEWERAGE.

The other principal requirement devolves upon our city government—to

provide an adequate system of sewerage to protect and promote the public health. This has been a long felt want. Shall we wait for the visitation of another such calamity as came upon us in 1862, before realizing the importance of this requirement?

RECEIPTS AND EXPORTS.

From the secretary's books I gather the following figures:

Receipts for year ended April 1st, 1897—Cotton, 232,204; Spirits, 29,928; Rosin, 192,640; Tar, 50,646; Crude, 10,465.

Receipts for year ended April 1st 1896—Cotton, 184,242; Spirits, 48,535; Rosin, 205,137; Tar, 67,198; Crude, 13,365.

Cotton, increase 47,962; Spirits, decrease 6,625; Rosin, decrease 12,497; Tar, decrease 16,544; Crude, decrease 2,900.

Exports for year ended April 1st 1897—Cotton, 225,316; Spirits, 41,411; Rosin, 211,992; Tar, 59,132; Crude, 10,929; Lumber, 39,215,785.

Exports for year ended April 1st 1896—Cotton, 156,514; Spirits, 45,185; Rosin, 190,149; Tar, 62,767; Crude, 13,302; Lumber, 35,163,692.

Cotton, increase 68,802; Spirits, decrease 3,774; Rosin, increase 21,847; Tar, decrease 3,634; Crude, decrease 2,373; Lumber, increase 4,053,093.

These figures indicate what we have realized for years past in the falling off of our naval stores products, but they also indicate that our cotton producing section has been peculiarly fortunate in having about a full crop at prices which were doubtless enhanced by the short crops further south.

RECOMMENDATIONS.

The membership should be increased to about 100. In my opinion there are that many business men and others here who ought to be directly interested and contribute to the expenses of maintaining the exchange. Let us while striving to improve our individual interests use that business enterprise in our respective lines which is in evidence on the part of our cotton exporters and fertilizer manufacturers, to the end that our trade in some other things may be on a par with theirs.

An organization of capital and effort having for its object trade with South America and the West Indies might prove profitable. I would like to see it done. The time may be upon us to make similar arrangements for export trade in grain and flour. Your committee on transportation should continue to work for such equitable freight rates as will enable us to compete with other markets for the trade of our section.

Your committee on manufactures should be alert to foster and encourage any proposition for manufacturing enterprises.

The quotation committee should be diligent, prompt and regular in making daily quotations, which will give a correct idea of the value of every article quoted.

Your membership committee, I hope, will work to make up the 100 members at an early date.

Your arbitration committee will hardly have much to do, judging from the past.

In conclusion, I know of no necessary amendment to our present rules, as all our merchants are working harmoniously under them.

I would be remiss not to mention the valuable assistance your board of managers have rendered to me, and you can hardly estimate their services too highly. Colonel Cantwell, our efficient secretary, has been always faithful to his duties, and I wish to express my gratitude to him for his faithfulness and courteous attention; and for the kindness and many courtesies which he has shown to me and to all I wish now to make proper acknowledgment. Upon retiring from office I bespeak for my successor that same consideration at your hands that I have ever received, and wish for the exchange continued prosperity and increased usefulness.

OSCAR PEARSALL, President.

COMPLIMENT TO THE PRESIDENT.

Mr. C. W. Worth offered the following:

"That a vote of thanks be extended to President Pearsall for his very valuable and faithful services and for his instructive report with the recommendation that the report be spread upon the minutes and copies furnished the daily press."

President Pearsall called, ex-President W. H. Sprunt to the chair and the above resolution was put by him and unanimously adopted.

President Pearsall then resumed the chair and made a few remarks expressing his appreciation of the sentiments of the exchange towards him.

TO PULL TOGETHER.

The members of the exchange then in a general way discussed several of the interesting features of the president's annual report. The gratifying increase of the trucking interests in this section were especially discussed by Colonel Walker Taylor, and Messrs. W. H. Sprunt, Oscar Pearsall and others.

The matters of freight discrimination and grain exports were discussed, and also questions of general concern to the exchange. Several members spoke of the importance and necessity of working unitedly in the interest of our commercial and industrial progress. The general sentiment was to pull together in all things.

OFFICERS ELECTED.

The polls for the election of officers of the exchange were opened in the rooms yesterday from 11 a. m. to 1 p. m., and the following result was declared by the inspectors of election, Messrs. M. J. Corbett, Walker Taylor and J. K. Williams, viz:

President—Oscar Pearsall.
Vice President—H. G. Smallbones.
Board of Managers—F. E. Hashagen, C. H. Robinson, C. E. Borden, S. P. McNair and D. L. Gore.

The officers named were re-elected. The committees will be appointed by the president at his leisure.

A Valuable Prescription.

Editor Morrison, of Worthington, Ind., "Sun," writes: "You have a valuable prescription in Electric Bitters, and I can cheerfully recommend it for Constipation and Sick Headache, and as a general system tonic it has no equal." Mrs. Annie Stehle, 2625 Cottage Grove Ave., Chicago, was all run down, could not eat nor digest food, had a backache which never left her and felt tired and weary, but six bottles of Electric Bitters restored her health and renewed her strength. Price 50 cents and \$1.00. Get a Bottle at R. R. Bellamy's Drug Store.

A NOVEL RECEPTION.

What Wilmington Will Do at the Nashville Exposition—Our Fish and Trucking Industries to Be Exhibited.

Captain John T. Patrick, who has just returned from Nashville where Tennessee's centennial exposition is to be held commencing next month, was in the city yesterday, and met with the committee appointed by the chamber of commerce to arrange for a reception to be given by Wilmington at the exposition. Captain Patrick brought with him a formal invitation from the exposition directors to Wilmington's representatives to attend the exposition and select a day for their visit and arrange for the exhibit on the part of this section.

Mr. J. C. Stevenson acted as chairman of the meeting and Mr. E. S. Tenen as secretary.

Captain Patrick addressed the meeting upon the advantages of an exhibit by Wilmington at the exposition, and suggested that committees be appointed to arrange the details of the reception which the chamber of commerce recently decided to give at Nashville.

Then followed a discussion as to the best plans to carry out the intentions of the chamber. It was decided to set May 20th as Wilmington's day at the exposition, and to give a reception that day, with a clam bake and sea food menu as the principle feature. The guests will be invited to a feast on clams, oysters, soft shell crabs, deviled crabs, shrimp, etc. A large number of invitations to the reception are to be sent out to the newspapers of the east, west and south and to the directors of the exposition and other prominent people.

Committees were appointed to make the necessary arrangements to carry out the programme. It was decided to have Wilmington's representatives leave home May 17th and arrive in Nashville May 18th. Messrs. C. E. Borden and R. N. Sweet were appointed to go to Nashville May 16th, to make the advance arrangements.

Mr. W. E. Worth, the ice manufacturer, proposes to freeze a lot of fish and New River oysters in blocks of ice, to be displayed at the banquet. Mr. G. W. Westbrook also proposes to see that there is an exhibit of strawberries and truck. It was decided also to make a display of fish and other sea products in glass jars.

After discussing the plans and appointing the committees to carry them out, the meeting adjourned.

The 20th of May was selected as Wilmington day, as that is the 122nd anniversary of the Mecklenburg declaration of independence.

INDEMNITY FOR ITALIANS.

The President to Recommend an Appropriation by Congress to Pay Indemnity for Three Men Murdered in Louisiana Last Year.

Washington, April 13.—The president has decided to recommend to congress an appropriation as indemnity for the killing by a mob of lynchers of three Italian citizens of Hahnville, La., August 8th last. The state department has struggled in vain for many months to escape the necessity of assuming responsibility for the killing of these men, and in the attempt it has been aided by the authorities of the state of Louisiana with copious reasons to establish the assertion that the Italians were killed, not because they were Italians, but because they were suspected of having committed a murder, and also they had lost their Italian nationality by exercising the rights of citizenship in Louisiana. The passages between Secretary Olney and Baron Fava, the Italian ambassador, on these points are regarded as excellent manifestations of the highest diplomatic skill in argument. When Secretary Olney retired he left the case as a legacy to the incoming administration. He had taken the ground that the killed were not Italian subjects, but the Italian ambassador, by direction of his government, firmly asserted its right to protect the men, and through the evidence collected and through the counsel at New Orleans, has so far established the soundness of its contention that when Secretary Sherman came to take the matter up he was obliged to accept the Italian contention as proper and to decide to recommend an allotment for indemnity to the families of the men.

France has kept 200,000 tons of coal stored at Toulon since 1893, to be ready in case war should break out.

Oh, My Heart!

Palpitation—Weak—Unconscious at Times—Sleepless—Asthma—Kidney Troubles

Recovery Would Seem Like a Miracle Yet Hood's Sarsaparilla Cured

"I had been in very poor health for several years, and two summers I was so weak I was obliged to lie in bed 3 months at a time. I was all run down, had

Unconscious Spells

lasting for an hour at a time. The doctors thought the trouble came from my heart. I used to say that if I could only be up around, I should be so thankful, and that it would seem like a miracle if I should be well. The neighbors all know of the poor health I had been in, and how much better I am now. I had asthma for many years, and some nights

I Could Not Sleep

my breathing was attended with so much difficulty. Sometimes I would have to sit bolt upright in bed. As my general health grew poorer, my asthma grew worse. I had kidney and other troubles and seemed to be generally 'out of sorts.' I heard so much of Hood's Sarsaparilla that I decided to try it, and I experienced great benefit from it. I have recommended it to many people, and I cannot say too much in praise of Hood's Sarsaparilla. I have not been in bed for over a year on account of illness." Mrs. S. Watson, 428 S. Columbia St., Warsaw, Ind.

Hood's Sarsaparilla

Is the best—in fact the One True Blood Purifier. Sold by all druggists. Get only Hood's.

Cure liver ills; easy to take, easy to operate, 25c.

PROGRESS OF COLORED RACE.

Observations by Dr. A. F. Beard of New York. While Making a Tour Among the Colored Educational Institutions.

The Rev. George H. Gutterston, district secretary for New England, of the American Missionary Association, has received from one of the corresponding secretaries, the Rev. A. F. Beard, D. D., New York, some "Sketches from the South," based on an official visit among the educational institutions and churches established in every southern state for colored people by the American Missionary Association. In his sketches Dr. Beard says:

"Everywhere I find the colored men and women who have been enlarged in mind and thought earnestly at work, often in remote places with poor pay and unfavorable conditions, but not shirking duty or sacrifices. My first call was at a rural school upon a plantation where I asked the principal of the school, 'Are the people of the rural places retreating, are those who are still ignorant and illiterate going further down?' his reply was 'No; the children even of cabin homes are an advance on their parents both in intelligence and character and while you cannot do very much to change those who are no longer young, their living is in some degree improved, because the children take something from the schools back to them.'"

"At Gregory Institute, Wilmington, N. C., named after Mr. J. H. Gregory, of Marblehead, Mass., the principal informs me that the influence of this normal school may be traced in many parts of the state. I heard a class of twenty in pedagogics, all of whom are preparing to be teachers. Not only the teachers in the public schools of Wilmington are in a large degree graduates of this school, but the rural communities also depend upon it for teachers. When I asked, 'Is the race as a race really advancing?' he smiled as if I were too innocent. 'Most assuredly,' he said, 'no one can look upon our church organization there without realizing the truth that the people have risen.'"

"The colored race is pressing forward. What is to be its future only He knows to whom all things are known. The great majority of the young people who attend Christian schools are saved, and are going out to save others."

REPORTS ON THE FLOODS.

Grand Forks, N. D., Deluged—Residences Destroyed—People Destitute—Mayor of Memphis Asks for Tents—Critical State of Affairs in Louisiana.

Washington, April 12.—The only news from the flooded districts received at the war department this morning came from the upper Missouri section. The report from the army inspectors at Grand Forks, N. D., shows that the situation there, as far as the laboring element is concerned, is quite as bad as it was reported to be yesterday at Moorhead, Minn. The telegram is as follows:

Two hundred families have been driven from their homes in consequence of the flood. All the business houses with one exception, are badly flooded. The water is from six to ten feet deep on the principal streets. Fifty families, comprising 230 souls, are entirely destitute and in need of immediate aid. They have lost everything and are without means. These people owned and lived in small dwellings, being principally laborers, and their dwellings have been destroyed and many of the people are now quartered in public buildings. Three thousand dollars perhaps would be sufficient to furnish them proper shelter after the water falls. Seven thousand rations will be sufficient to carry them through the next thirty days and can be purchased here at not to exceed 20 cents per ration. The people cannot furnish this assistance, as there is not much wealth here. Hugh Thompson, county commissioner and chairman of the relief committee, is a proper person to attend to the distribution of supplies, as well as sheltering the destitute, should the department so desire."

The inspector further suggests that \$10,000 be placed at the disposal of the relief committee.

The first application for tents for the shelter of the people driven from their homes by the flood waters, came to the war department from Memphis today. A few days ago the Memphis committee thought they could get along without tents, but the recent spell of cool weather has made it plain that they will be necessary to prevent suffering. The army inspector at Memphis telegraphed the department today that the mayor of that city had just applied to him for the loan of 250 "A" tents which were badly needed. The mayor offered to give satisfactory account of the borrowed property. Secretary Alger immediately telegraphed the department that the tents could be had, to ship the required number, in charge of an agent, if necessary, to secure quick delivery.

Just before the close of office came the following telegram to Secretary Alger from Representative Robertson, of Louisiana:

"Baton Rouge, La., April 12. I have just arrived and find the levee situation in Louisiana extremely critical, with the result of the struggle problematical. Should a crevasse occur on the Mississippi river in this state there will be great devastation among the people and much destruction of property. I would suggest therefore, respectfully that a portion of the appropriation for relief of overflowed sufferers be reserved by the department to meet such a contingency."

The "Airship" Seen at Wilson—Dr. Young's Lecture.

(Correspondence of The Messenger.)
Wilson, N. C., April 13. On Sunday night quite a large crowd observed an airship sailing along over Wilson. It was going westward, and was in sight about forty minutes. The movements could be plainly observed by those watching, and its various maneuvers were quite manifest. An eye witness describes it as being about twelve inches apparently in diameter at its largest part with a contrivance hanging below all brilliantly lighted up. It was lost to view here about 9 o'clock p. m.

Last night a packed house heard Dr. Edgerton R. Young deliver his interesting lecture at the Methodist church. He has been traveling and working as a missionary among the Indians of the northwestern part of Canada, and his description of that country and the habits and characteristics of the Indians is very instructive and entertaining.

Mr. W. M. Moss, who was so dangerously ill some time ago by being thrown from a buggy, is now slowly recovering.

THE SITUATION DEPLORABLE

The Floods at Most Points on the Mississippi and Missouri Rivers in the West—Reports From the Delta No Encouraging—The Missouri Doing Great Damage.

Memphis, Tenn., April 14.—The river continues to rise slowly at Vicksburg and all points south, and the situation along the Louisiana system of levees is acute. The waters are being hurled guilford with tremendous force and several thousand men are working and watching night and day to hold the embankments intact.

Reports from the overflowed Mississippi delta tonight are not encouraging. The expected fall in the waters, that extend for miles and miles over the fertile valley has not occurred. Much suffering still exists in the Sunflower and Bogue-Phalia country, where hundreds of negroes have deserted their cabins and are huddled on high grounds and the railroad tracks. Many cabins are submerged to their very roofs, while several have been carried away by the swift current. On a plantation ten miles west of Helena, Sylvester Sanders, a colored tenant, his wife and five children were overwhelmed by the current and all perished. Near Greenville today two negroes were drowned in an attempt to reach dry land.

At Rosedale the work of relief continues. Rations will be sent to the Sunflower district tomorrow. At Greenville the river stands stationary tonight.

Throughout the overflowed area rain fell in torrents last night and part of today. At Helena the downpour was of such violence that great pumps were put to work in the lower part of the city. The water gained so rapidly that the pumps had to be started again tonight. The whole of the southern part of Helena is under water from one to four feet deep. The pumps were started again tonight, and it is expected the water will be thrown out of the streets in three or four days. Owing to the great storm, the river did not fall at Helena today, but stands steady.

At Memphis, the river is steady tonight. As the river is falling at Cairo, and as the rain fall throughout the territory, the river into the Mississippi at Memphis and above has been heavy, the local observer predicts that during the next twenty-four hours there will probably be a slight rise at this point.

Cairo, Ill., April 14.—The crest of the present rise was probably reached last night and tomorrow will likely see a fall in the river. The gauge tonight reads 42.3 feet, showing only a slight rise since last night and no change since this morning.

Omaha, Neb., April 14.—There is less danger of the threatened overflow of the Missouri river tonight, and unless there is an unlooked for rise or a high wind from the north it is not probable that much more damage will be done. The hastily built dyke that stemmed the torrent from Florence lake on Tuesday was greatly strengthened today, and the most stopped the flow at the most threatening point. The water has spread out over a wider stretch of territory and surrounds a few more towns, but the changing of the channel of the Missouri has been averted, for the present at least.

The work men employed along the levee struck today for double pay. They were getting 15 cents an hour and demanded 30 cents for their demands. They quit work, and they quit work. Other men were easily secured.

On the Iowa side of the river, south of Council Bluffs, the water has inundated farms for a distance of three or four miles back from the streams. The water came up in the night and the farmers report many hogs, cattle and horses drowned. The reports are coming tonight from every point along the river as far south as St. Joseph, Mo., that the flood since the inundation of 1881, and is doing immense damage to property along the river's edge. The flood on the Missouri reached its height and will probably fall from now on.

Kansas City, Mo., April 14.—The Missouri river reached the danger line at 2 P. M. this afternoon and is rising more rapidly than on Tuesday in spite of its gradual subsiding. The gauge now reads 21 feet, with an additional rise of one foot predicted by Friday noon. Already the effects of the rapid rise and fall of the water may be seen in the west bottoms. Across the river along the Harlem shore, only a foot of banks remain, but the water may back up from Randolph, an eastern suburb, behind Harlem and flood it before it effects Harlem. The Kansas river, a feeder of the Missouri may back up on Armourdale, a suburb on the smaller stream. Much green stuff is floating down an evidence that the banks north of here are being cut away. Warnings have been sent out to make preparations for serious flood.

Leavenworth, Kas., April 14.—A large part of the Fort Leavenworth reservation on the Missouri side of the river and the federal prison farm on the Kansas side is covered with lakes. The water is encroaching on Stillings, the village across from Leavenworth. Several families have been forced to move.

Marshall, Mo., April 14.—Many of the best farms of this county are river bottom lands. The water today is rising some of it and rising, causing farmers to move. It is feared there will be a rise nearly equal to the one of last night, when large steamers ran through the Wakena prairie, ten miles from the main channel.

Memphis, April 14.—The work of relieving the flood sufferers with the government funds appropriated by congress for that purpose is progressing smoothly. In the districts extending from Cairo, the Cairo and from Memphis to Helena, local relief stations have been established and placed in charge of responsible persons. Nothing remains to be done in the districts now except to ship supplies every relief station to the relief stations. So far no